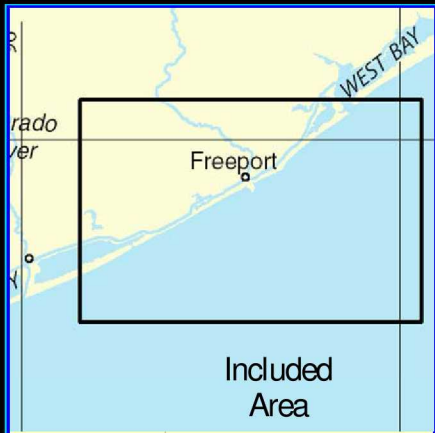


BookletChartTM

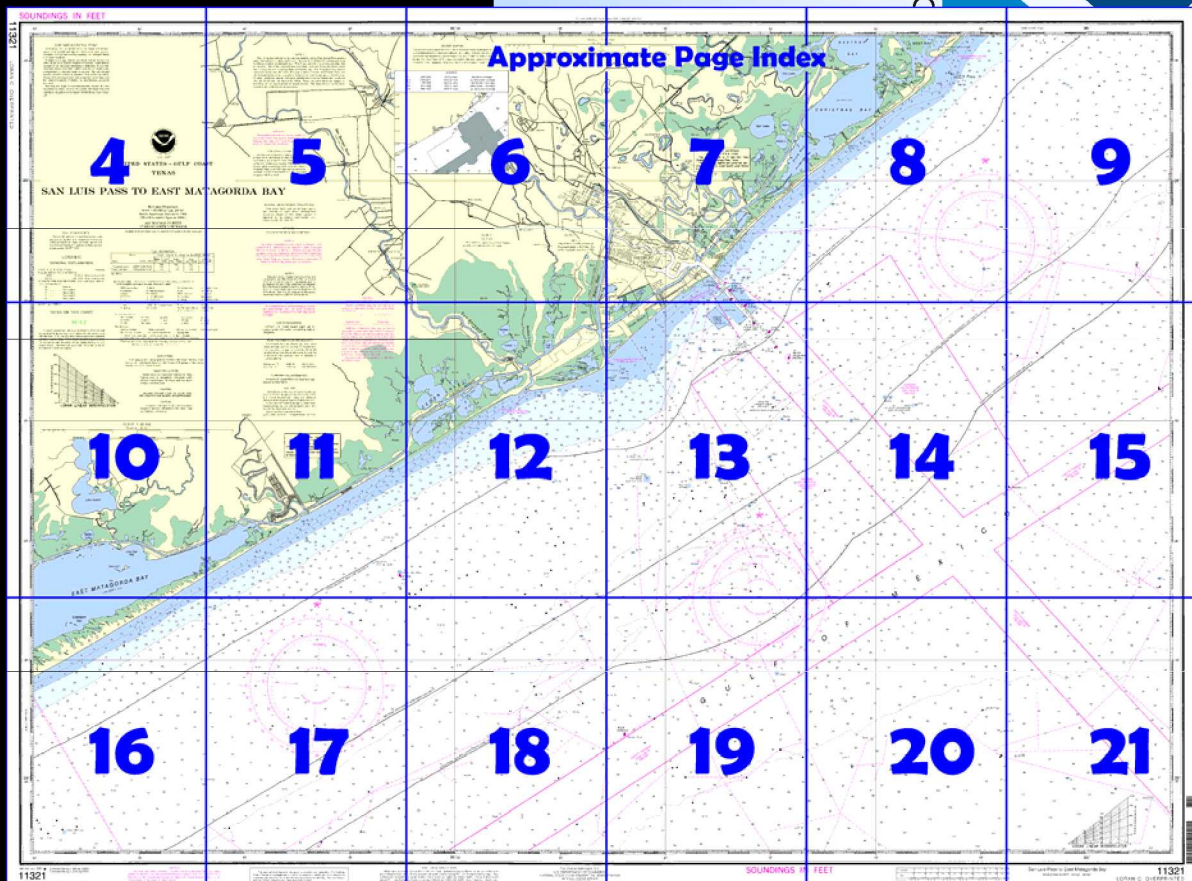
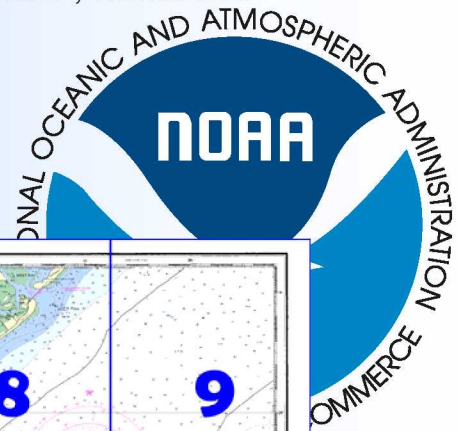
San Luis Pass to East Matagorda Bay

(NOAA Chart 11321)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

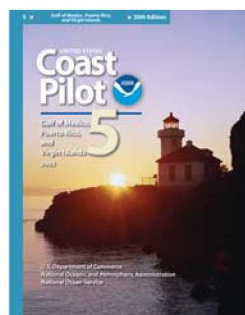
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 11 & 12 excerpts]

(16) **Freeport Harbor**, lying 40 miles SW of Galveston entrance, is the harbor for the town of **Freeport**. The area is known locally as Brazosport. The principal industry is the Dow Chemical Corporation which operates two large plants. Other industries are oil, sulfur, and shrimp. Oil and chemical products are the principal exports. The Intracoastal Waterway crosses Old Brazos River about 1 mile above

the jettied entrance. At this point, the Dow Barge Canal leads N and the river channel W. Old Brazos River has been dammed about 6 miles above the jettied entrance. Below the dam, the old river channel is now a tidal estuary and the harbor is protected against flood conditions in the river.

(57) **Brazos River** enters the Gulf through the diversion channel about 6 miles SW of Freeport Harbor entrance. Because of logs, shoaling, and

general foul ground, the mouth of the river is not used as an entrance. The Intracoastal Waterway crosses the river 1.6 miles above the mouth. A depth of 8 feet at ordinary river stage is available to **Bolivar Landing**, 36 miles upriver from the Intracoastal Waterway. Most of the traffic on the river consists of offshore oil supply vessels enroute to or from their base on the E side of the river, about 0.1 mile below the State Route 36 highway bridge, and chemical barges enroute to and from the wharf of a chemical company, about 2.7 miles above this highway bridge.

(58) Overhead power cables having a minimum clearance of 42 feet cross Brazos River between the Intracoastal Waterway and Brazoria. State Route 36 fixed highway bridge, 3.1 miles above the waterway, has a clearance of 50 feet. The FM Highway 2004 fixed bridge, 14.7 miles above the waterway, has a clearance of 37 feet. A railroad bridge and a highway bridge at **Brazoria**, and a highway bridge at **East Columbia**, cross the river about 20 miles and 26 miles, respectively, above the waterway; minimum clearance of the fixed channel spans is 33 feet at low-river stages and 5½ at high-river stages. An overhead power cable crosses the river about 0.8 mile above the highway bridge at Brazoria; clearance is not known.

(59) **San Bernard River** flows into the Gulf 3.5 miles SW from the mouth of Brazos River. San Bernard River is obstructed at the mouth by a shifting sandbar over which the channel depths vary from 3 to 5 feet. From the Intracoastal Waterway, 0.8 mile above the mouth, the channel has been dredged to a point near the West Columbia highway bridge 22 miles above the Intracoastal Waterway.

(64) **Matagorda Bay** is a large body of water separated from the Gulf by **Matagorda Peninsula**. Depths in the bay range from 5 to 13 feet, averaging 10 to 12 feet over the greater part. Considerable oil development and fishing are carried on in the bay and its main tributaries Tres Palacios and Lavaca Bays.

(391) **Oyster Creek**, emptying into the waterway at **Mile 392.2W**, about 2.5 miles NE of Brazosport, is a stream of no importance used as a storm refuge by small craft. An overhead power cable with a minimum clearance of 78 feet crosses the creek about 2.3 miles above the mouth.

(404) The entrance to **Caney Creek** at **Mile 419.9W** was reported closed in August 1982. The creek can be entered through **Caney Creek Cutoff**. The cutoff crosses the waterway through a 0.5-mile canal leading to **East Matagorda Bay** at **Mile 420.4W**. In August 1982, shoaling was reported at the junction of Caney Creek and Caney Creek Cutoff. Above the junction, a depth of about 2 feet can be taken up the creek to a bridge 25 miles above the waterway. The fixed highway bridge 9 miles above the waterway and 2 miles below **Sargent**, has a 28-foot fixed span with a clearance of 10 feet. Several fish camps along the creek have gasoline and launching ramps.

Table of Selected Chart Notes

NOTE B
FREEPORT HARBOR CHANNELS
The project depth is 45-47 feet. For controlling depths use chart 11322.

Corrected through NM Jul. 24/04
Corrected through LNM Jul 13/04

HEIGHTS
Heights in feet above Mean High Water.

NOTE C
CAUTION
This area is subject to continual hydrographic and topographic changes.

Mercator Projection
Scale 1:80,000 at Lat. 28° 50'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

CAUTION
Gas and Oil Well Structures
Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.895" northward and 0.790" westward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Galveston, TX KHB-40 162.55 MHz
Bay City, TX WWG-40 162.425 MHz

INTRACOASTAL WATERWAY
(use charts 11319 & 11322)
The project depth is 12 feet from New Orleans, La., to Aransas Pass, Texas.
The Controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
→ → → → ~~~~~
Pipeline Area Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

LORAN-C
GENERAL EXPLANATION
LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7980.....79,800 Microseconds
9610.....96,100 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary
EXAMPLE: 7980-X

RATES ON THIS CHART
9610-Z
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

Demarcation lines are shown thus: - - - - -

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):
AERO aeronautical G green Mo morse code R TR radio tower
Al alternating IQ interrupted quick N nun Rot rotating
B black Iso isophase OBS obscured s seconds
Bn beacon LT HO lighthouse Oc occulting SEC sector
C can M nautical mile Or orange St M statute miles
DIA diaphone m minutes Q quick VO very quick
F fixed MICRO TR microwave tower R red W white
Fl flashing Mkr marker Ra Ref radar reflector WHIS whistle
Bottom characteristics:
Blds boulders Co coral gy gray Oys oysters so soft
bk broken G gravel h hard Rk rock Sh shells
Cy clay Grs grass M mud S sand sy sticky
Miscellaneous:
AUTH authorized Obstr obstruction PD position doubtful Subm submerged
ED existence doubtful PA position approximate Rep reported
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

TIDAL INFORMATION					
Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Freeport Harbor	(28°57'N/95°19'W)	1.2	1.1	0.2	----
San Luis Pass	(29°05'N/95°07'W)	1.8	1.6	0.3	----

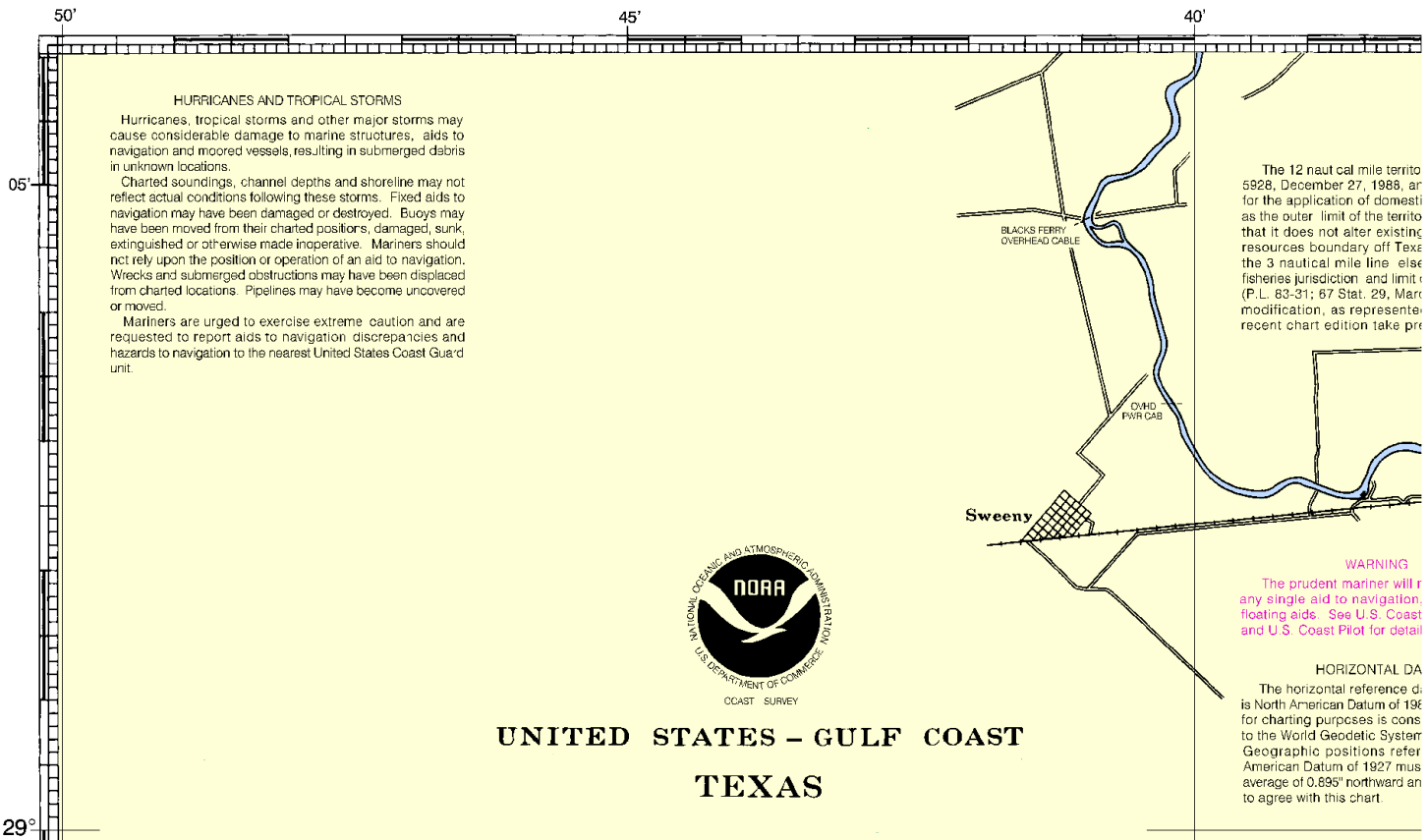
(Apr 2004)

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

SOUNDINGS IN FEET

11321

LORAN-C OVERPRINTED



UNITED STATES - GULF COAST TEXAS

SAN LUIS PASS TO EAST MATAGORDA BAY

Mercator Projection
Scale 1:80,000 at Lat. 28° 50'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7980.....79,800 Microseconds
9610.....96,100 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators)

M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

EXAMPLE: 7980-X

RATES ON THIS CHART

9610-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet

Place		Height referred to datum of soundings (MLLW)				
		Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water	Extreme Low Water
Name	(LAT/LONG)	feet	feet	feet	feet	feet
Freeport Harbor	(28°57'N/95°19'W)	1.2	1.1	0.2	----	----
San Luis Pass	(29°05'N/95°07'W)	1.8	1.6	0.3	----	----

(Apr 2004)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	M Morse code	R RH radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT HO light house	OC occulting	SEC sector
C can	M nautical mile	Or orange	SLM statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
R flashing	Mkr marker	Ra Ref radar reflector	WLIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bkls boulders	Co coral	gy gray	Cys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUT-I authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
Wreck, rock, obstruction			
(2) Rocks that cover and			

MINERAL DEVELOPMENT

Obstruction lights are required for fix structures shown on approval by the District Engineer, 33 CFR

HEIGHTS

Heights in feet above

NAVIGATION REGULATIONS

Navigation regulations contained in 40 CFR, information concerning requirements for use of from the Environment See U.S. Coast Pilots EPA offices. Dumping dates may have reduced

REGULATIONS

Regulations for contained in 40 CFR, information concerning requirements for use of from the Environment See U.S. Coast Pilots EPA offices. Dumping dates may have reduced

UNCHARTED PLATFORMS

Uncharted platforms, pipes, piles at the limits of this chart

AIDS TO NAVIGATION

Consult U.S. Coast supplemental information navigation.

NOAA WEATHER

Printed at reduced scale.

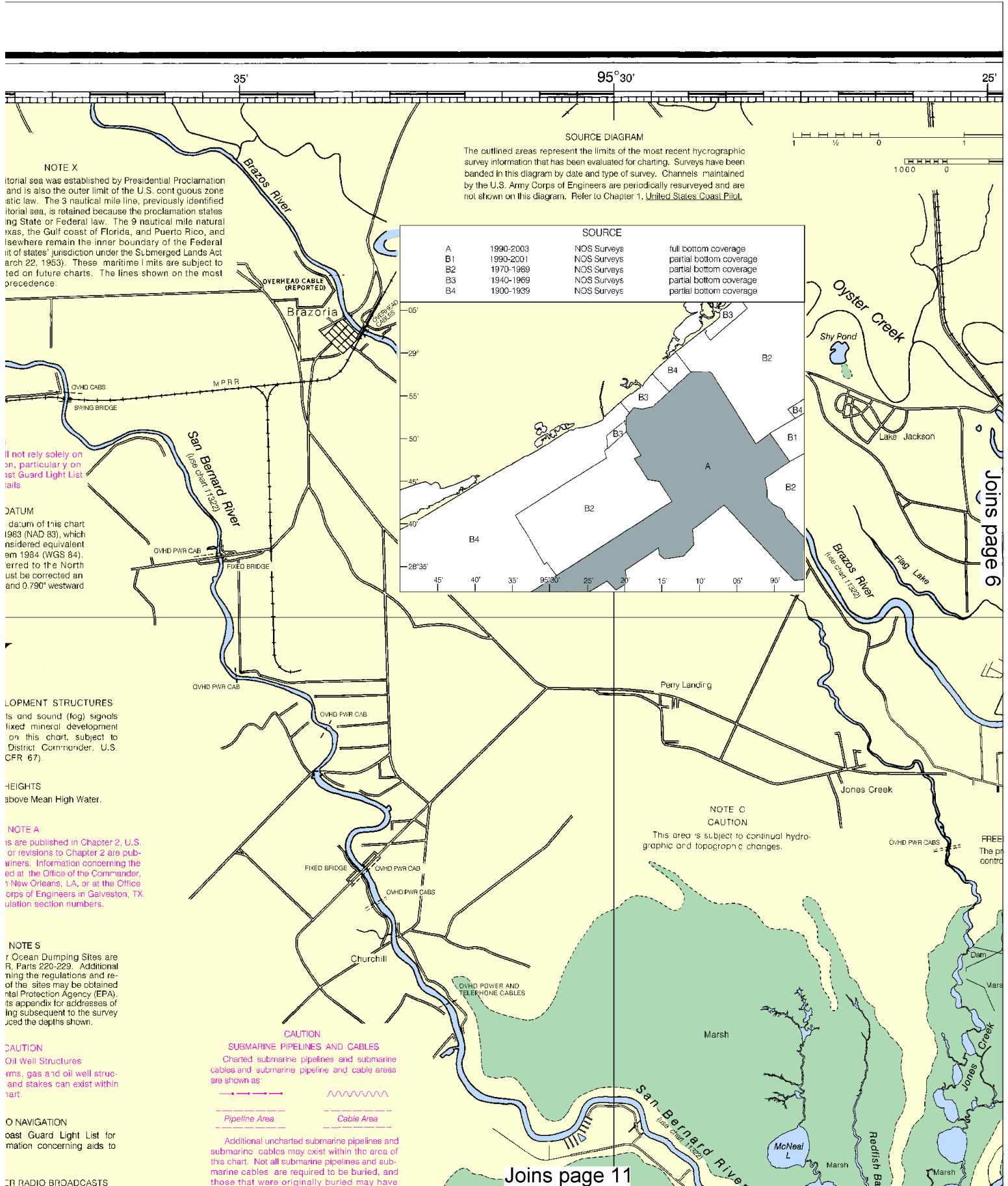
SCALE 1:80,000

See Note on page 5.

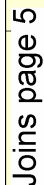


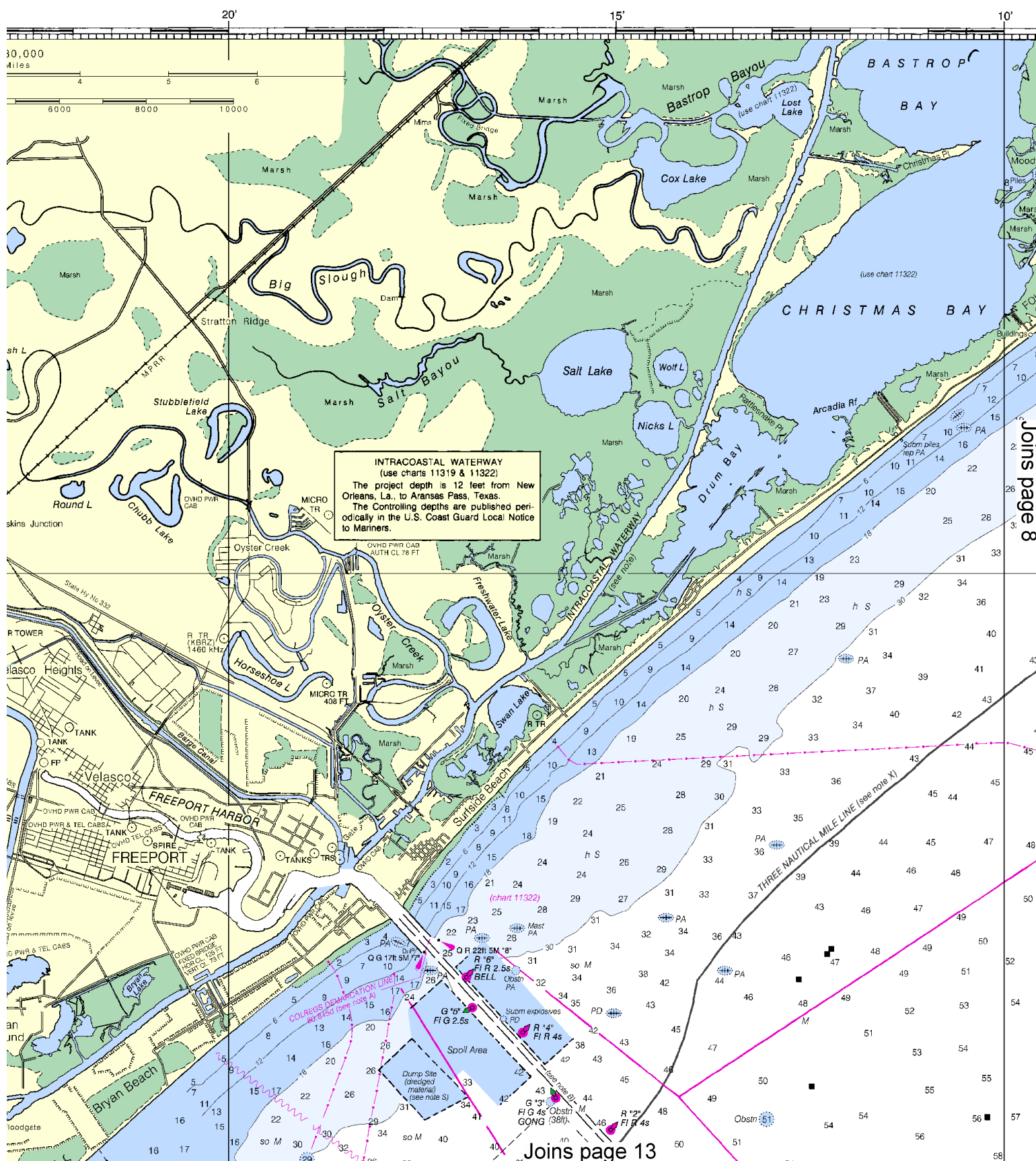
4

North

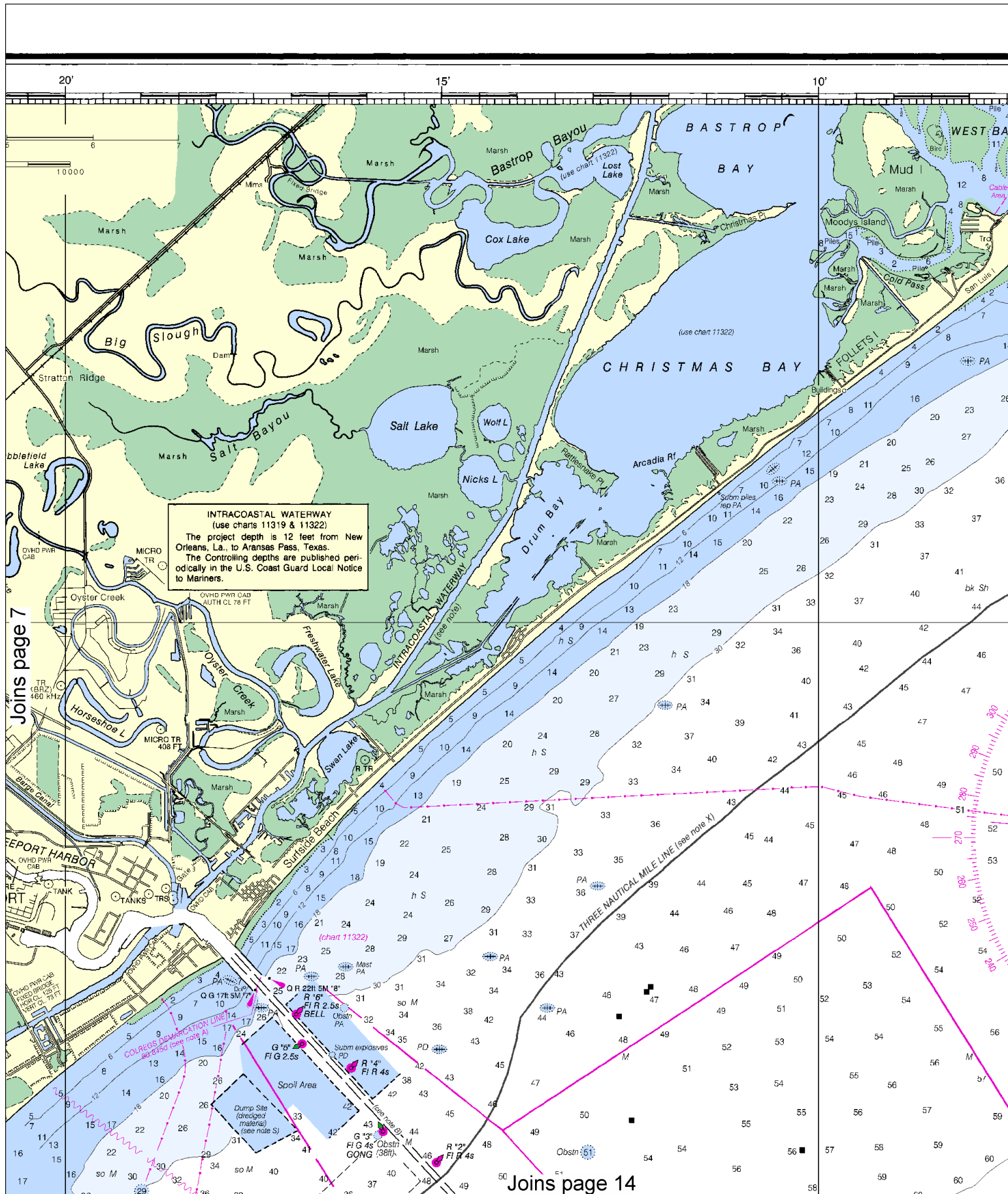


This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.





This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .



See Note on page 5.

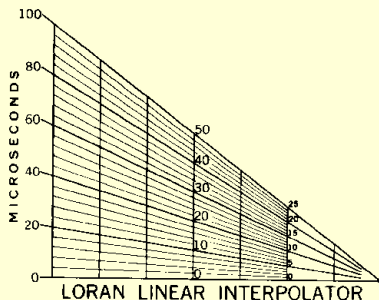
Letter designators:
 M Master
 W Secondary
 X Secondary
 Y Secondary
 Z Secondary

EXAMPLE: 7980-X

RATES ON THIS CHART

9610-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.



Joins page 4

(to unless otherwise indicated):

AI alternating	Co coral	G green	Mo morse code	R 1H radio tower
B black	G gravel	IQ interrupted quick	N run	Rt rotating
Bn beacon	Gr grass	Is isophase	OBSC obscured	s seconds
C can		LT light house	OC occulting	SEC sector
DIA diaphone		M nautical mile	Or orange	SI M statute miles
F fixed		m minutes	Q quick	VQ very quick
F flashing		MICRO TR microwave tower	R red	W white
		Mkr marker	Ra Ref radar reflector	WIS whistle
			R Bn radiobeacon	Y yellow

Bottom characteristics:

Bks boulders	Co coral	G green	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUT-1 authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			

Damarcation lines are shown thus: ---

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

requirements for use of from the Environment See U.S. Coast Pilots EPA offices. Dumping dates may have reduced

CA Gas and Oil Uncharted platform tures, pipes, piles at the limits of this cha

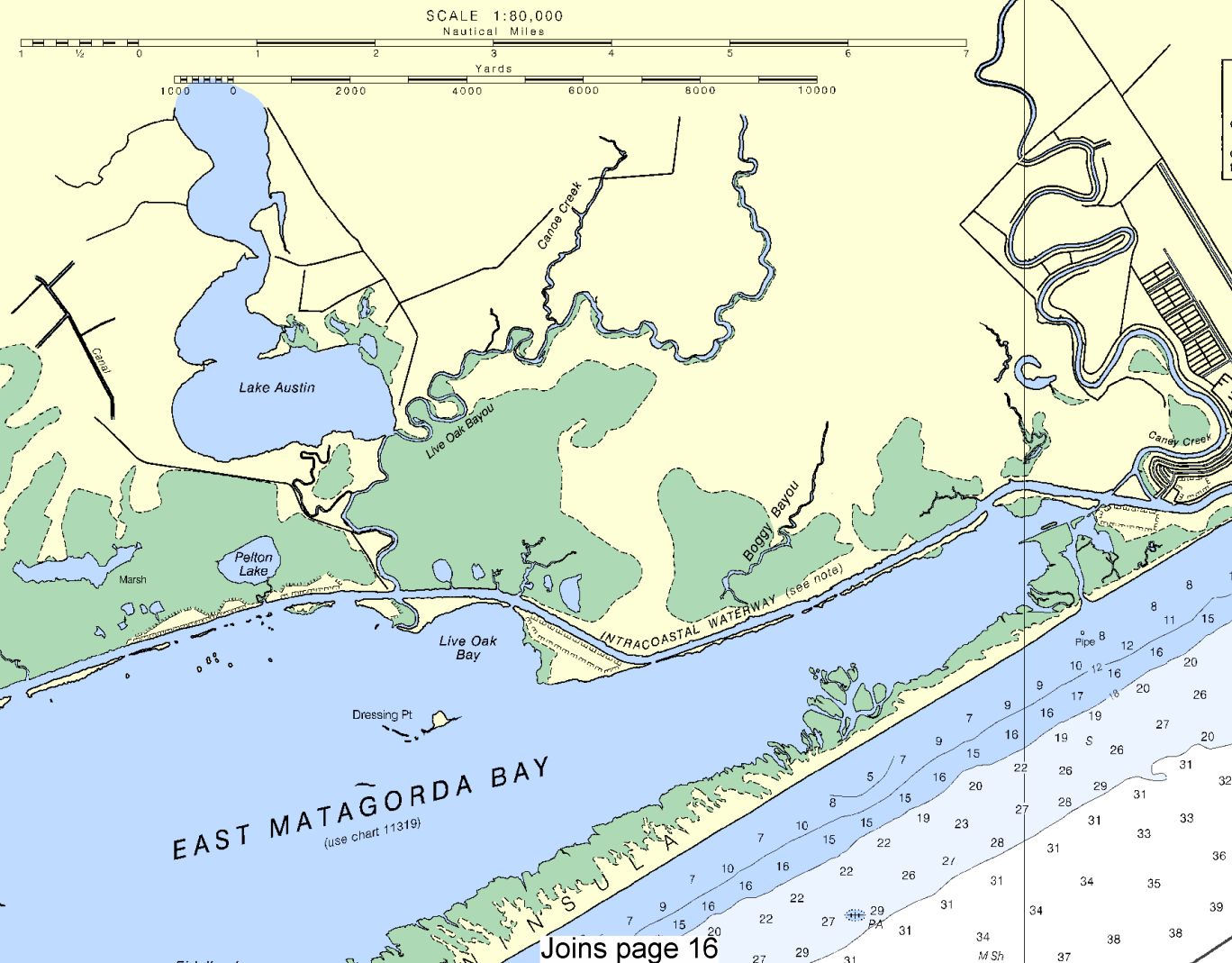
AIDS TO Consult U.S. Coa supplemental inform navigation.

NOAA WEATHER The NOAA Weat below provide contir The reception ran nautical miles from tt as much as 100 na high elevations.

Galveston, TX Bay City, TX

SUPPLEMENT Consult U.S. Coast plemental inform

Limitations on th ads to marine navig U.S. Coast Guard I Geospatial-Intelligenc Radio direction-finc broadcasting station should be used with Station positions ar (Accurate location)



Joins page 16

10



Printed at reduced scale.

SCALE 1:80,000 Nautical Miles

See Note on page 5.



of the sites may be obtained
ntal Protection Agency (EPA).
its appendix for addresses of
ing subsequent to the survey
used the depths shown.

CAUTION

Oil Well Structures
rms, gas and oil well struc-
tures and stakes can exist within
chart.

NAVIGATION

Coast Guard Light List for
information concerning aids to

RADIO BROADCASTS

Other Radio stations listed
continuous weather broadcasts.
range is typically 20 to 40
from the antenna site, but can be
nautical miles for stations at

KHB-40 162.55 MHz
WWG-40 162.425 MHz

ADDITIONAL INFORMATION

Coast Pilot 5 for important sup-
ply.

CAUTION

The use of radio signals as
navigation can be found in the
Light Lists and National
Navigation Agency Publication 117.
Under bearings to commercial
stations are subject to error and
should be used with caution.
are shown thus:
(n) (o) (Approximate location)

INTRACOASTAL WATERWAY

(use charts 11319 & 11322)

The project depth is 12 feet from New
Orleans, La., to Aransas Pass, Texas.

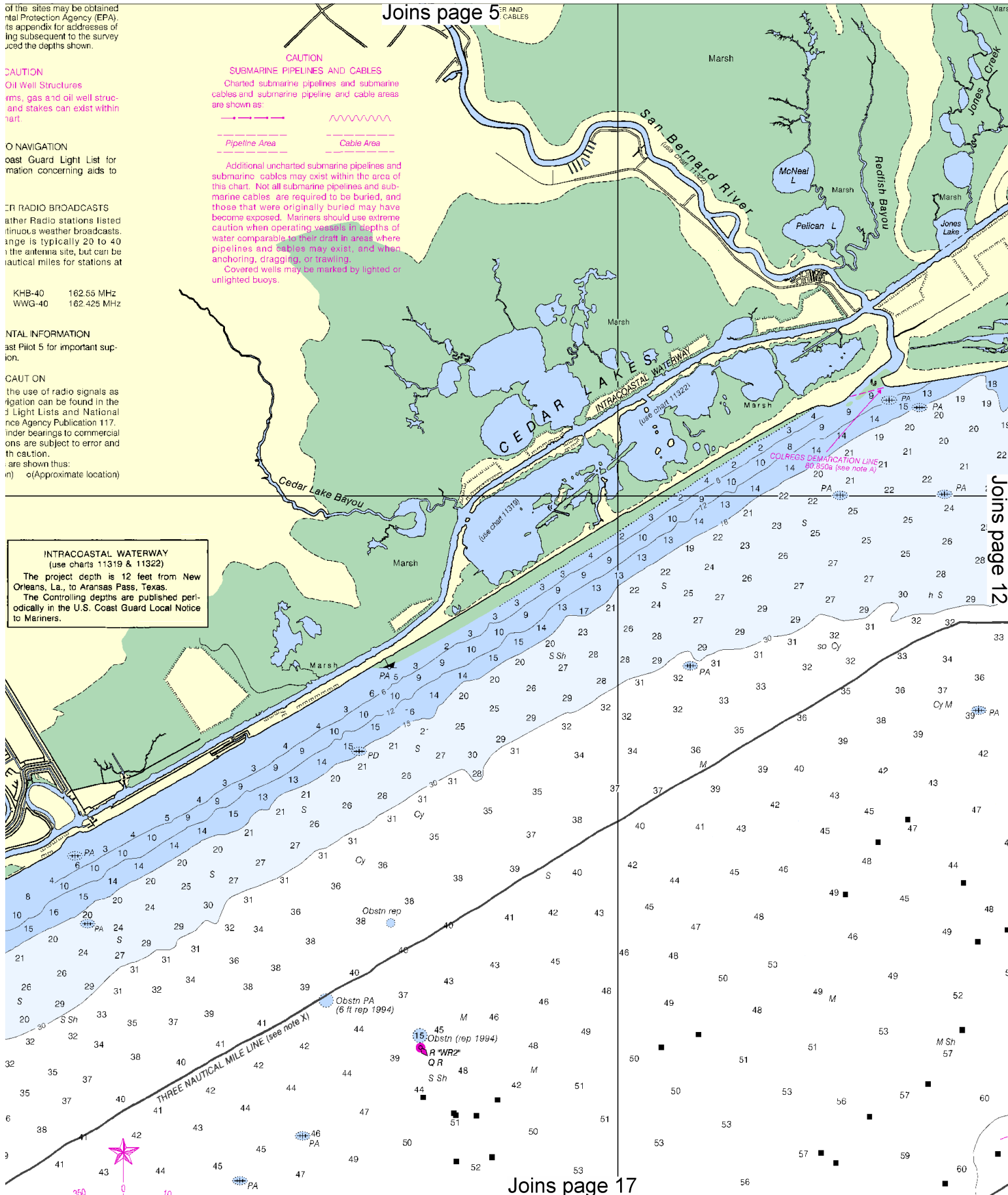
The Controlling depths are published peri-
odically in the U.S. Coast Guard Local Notice
to Mariners.

Joins page 5

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine
cables and submarine pipeline and cable areas
are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and
submarine cables may exist within the area of
this chart. Not all submarine pipelines and sub-
marine cables are required to be buried, and
those that were originally buried may have
become exposed. Mariners should use extreme
caution when operating vessels in depths of
water comparable to their draft in areas where
pipelines and cables may exist, and when
anchoring, dragging, or trawling.
Covered wells may be marked by lighted or
unlighted buoys.



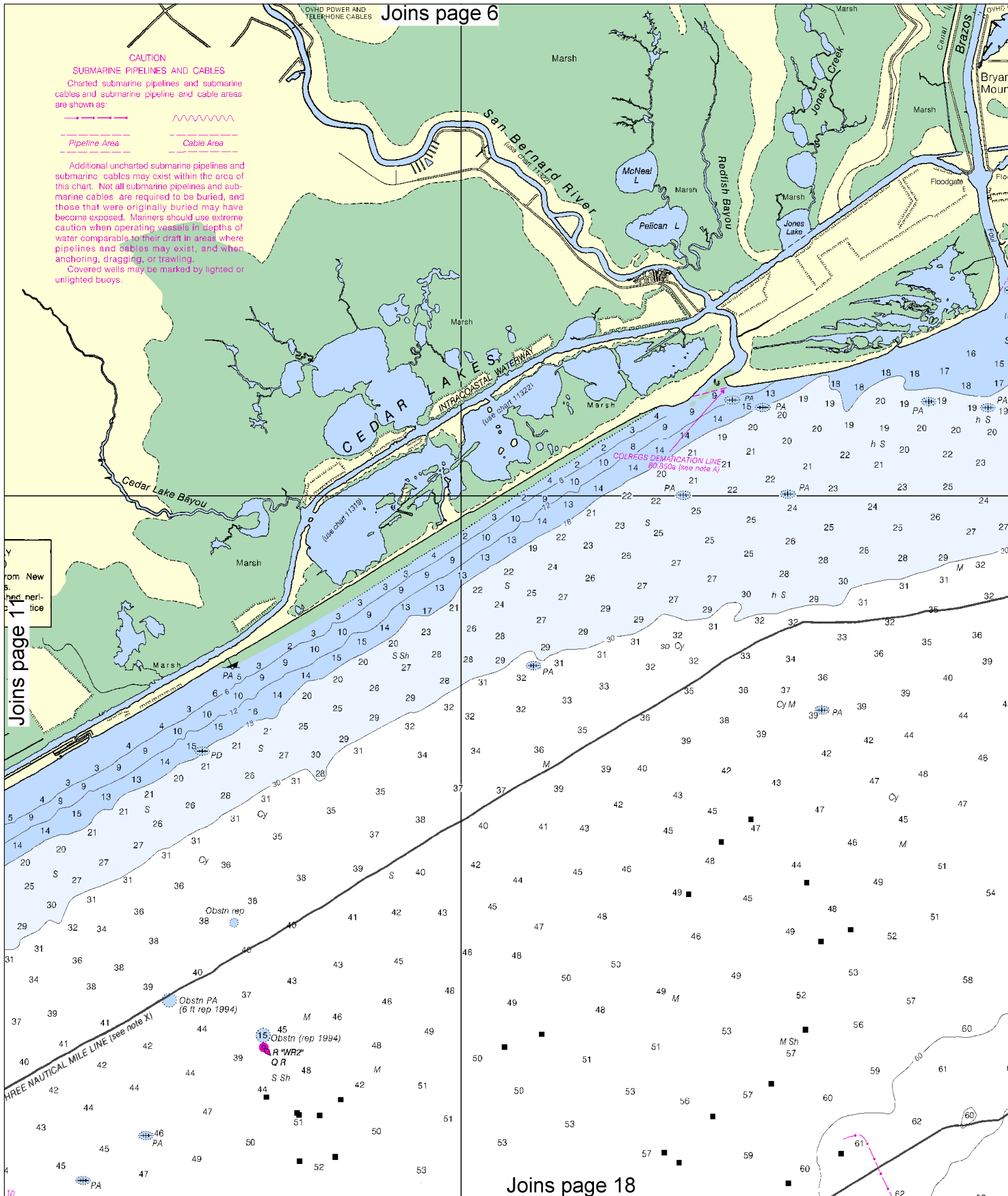
Joins page 17

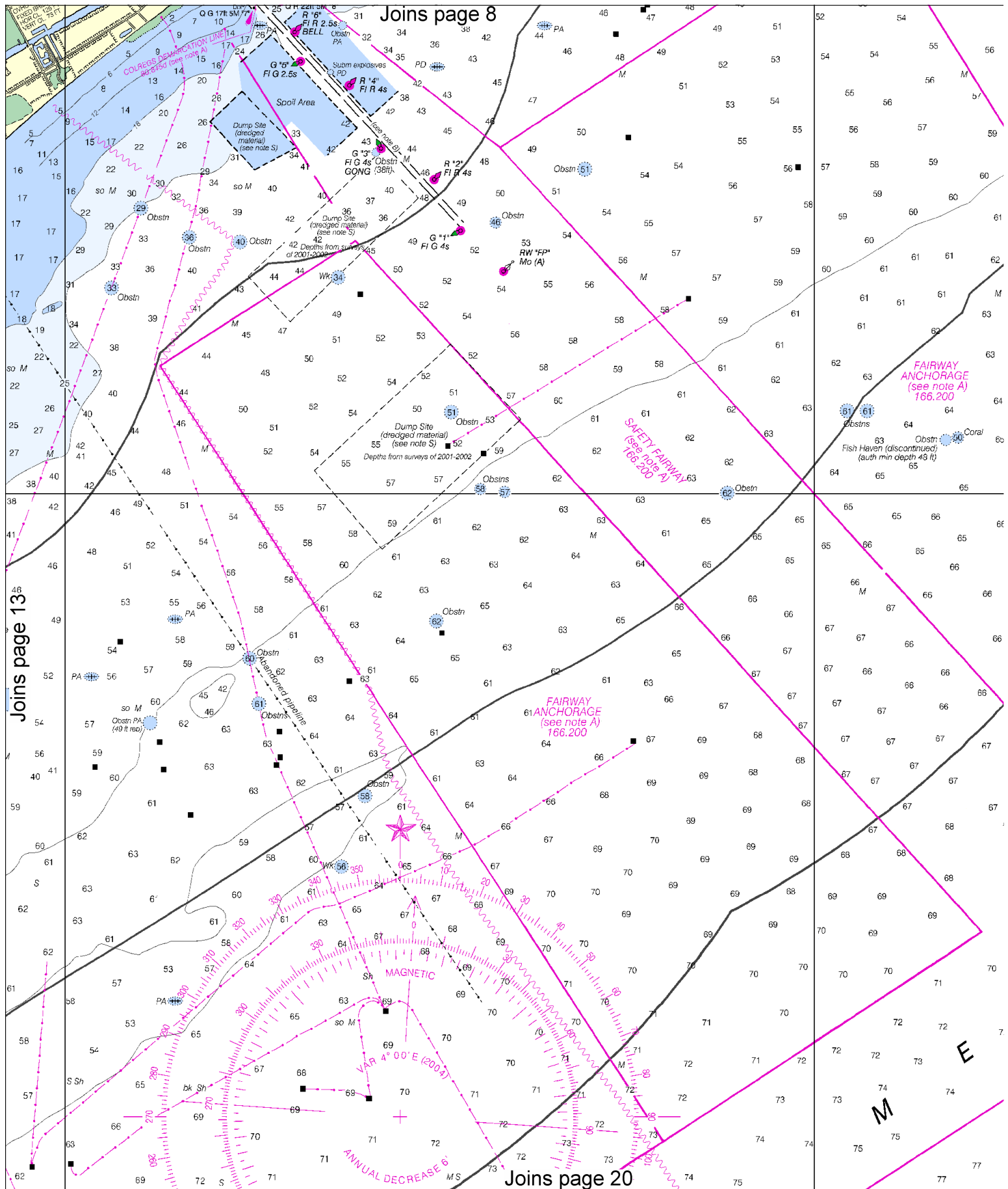
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.





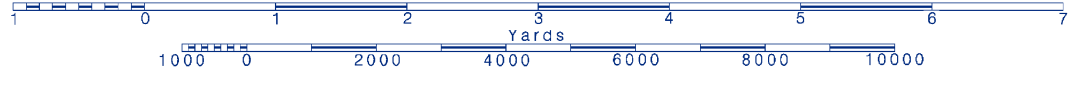
14



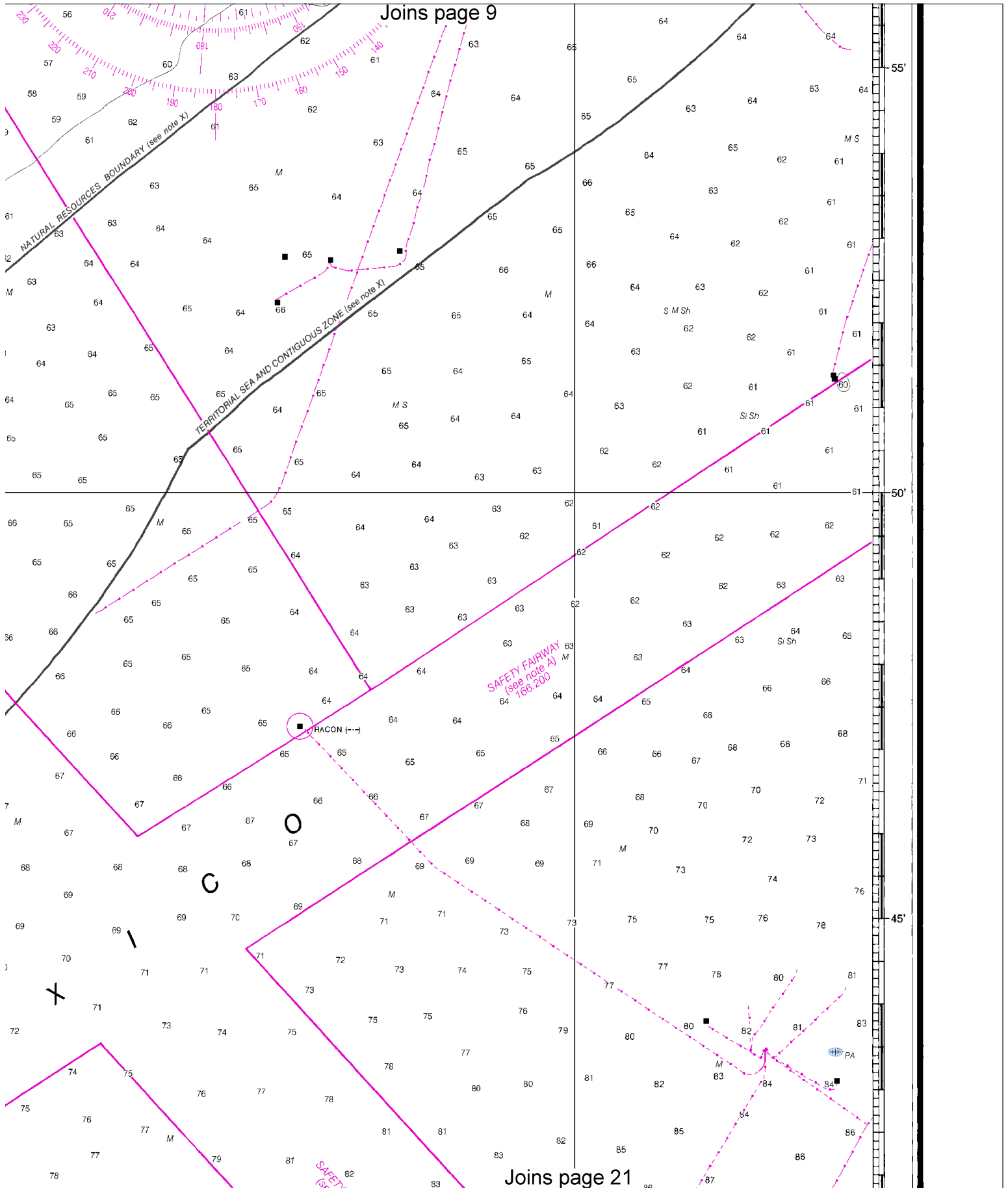
Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



Joins page 9



Joins page 21

Joins page 10

EAST MATAGORDA BAY

(use chart 11319)

Eidelbach Flat

Marsh

Obstrn (48 ft rep)

Obstrn rep

Obstrn rep

Obstrn rep

Obstrn rep

Obstrn rep

Obstrn rep

Obstrn rep

Obstrn rep

Obstrn rep

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30th Ed., Jul/04 ■ Corrected through NM Jul. 24/04
Corrected through LNM Jul 13/04

11321

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been Ocean Service encourages use improving this chart to the Ch Service NOAA, Silver Spring.

16

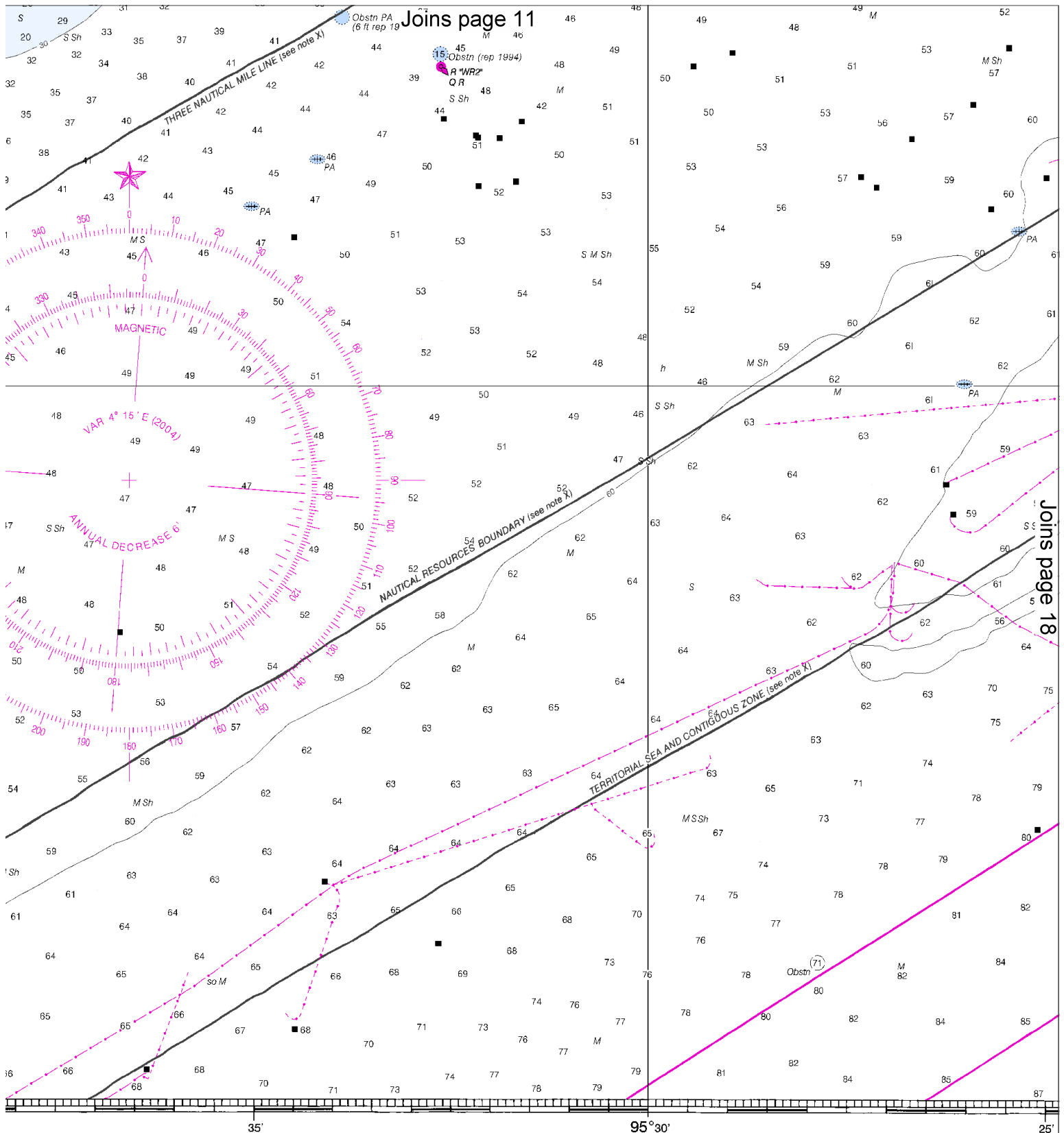


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SCALE 1:80,000

See Note on page 5.

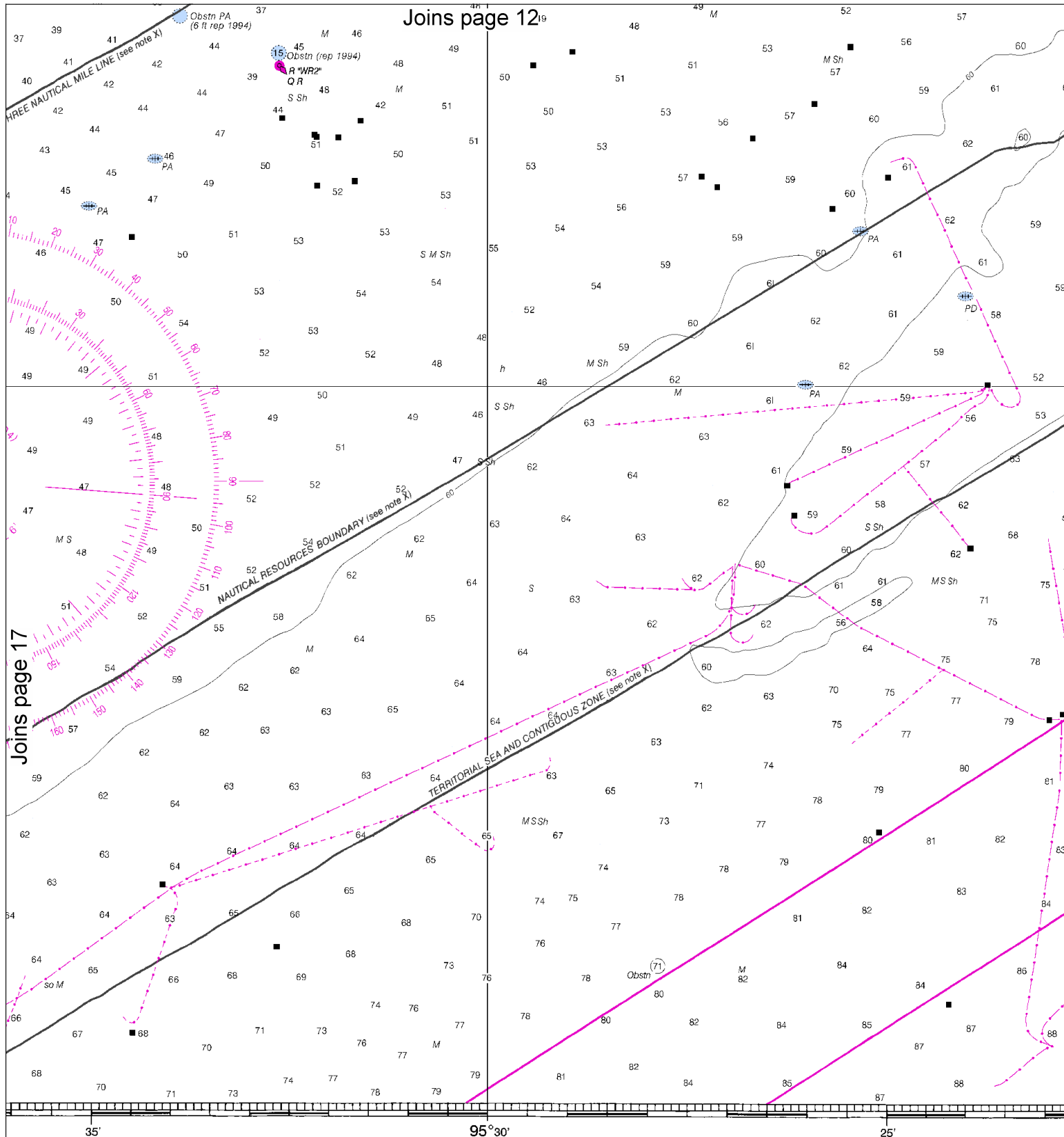




been designed to promote safe navigation. The National users to submit corrections, additions, or comments for Chief, Marine Chart Division (N/CS2), National Ocean g, Maryland 20910-3282.

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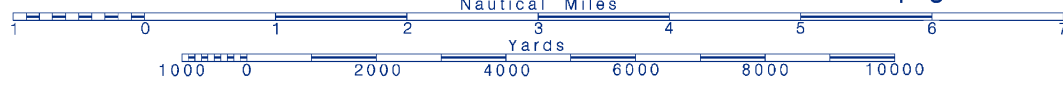
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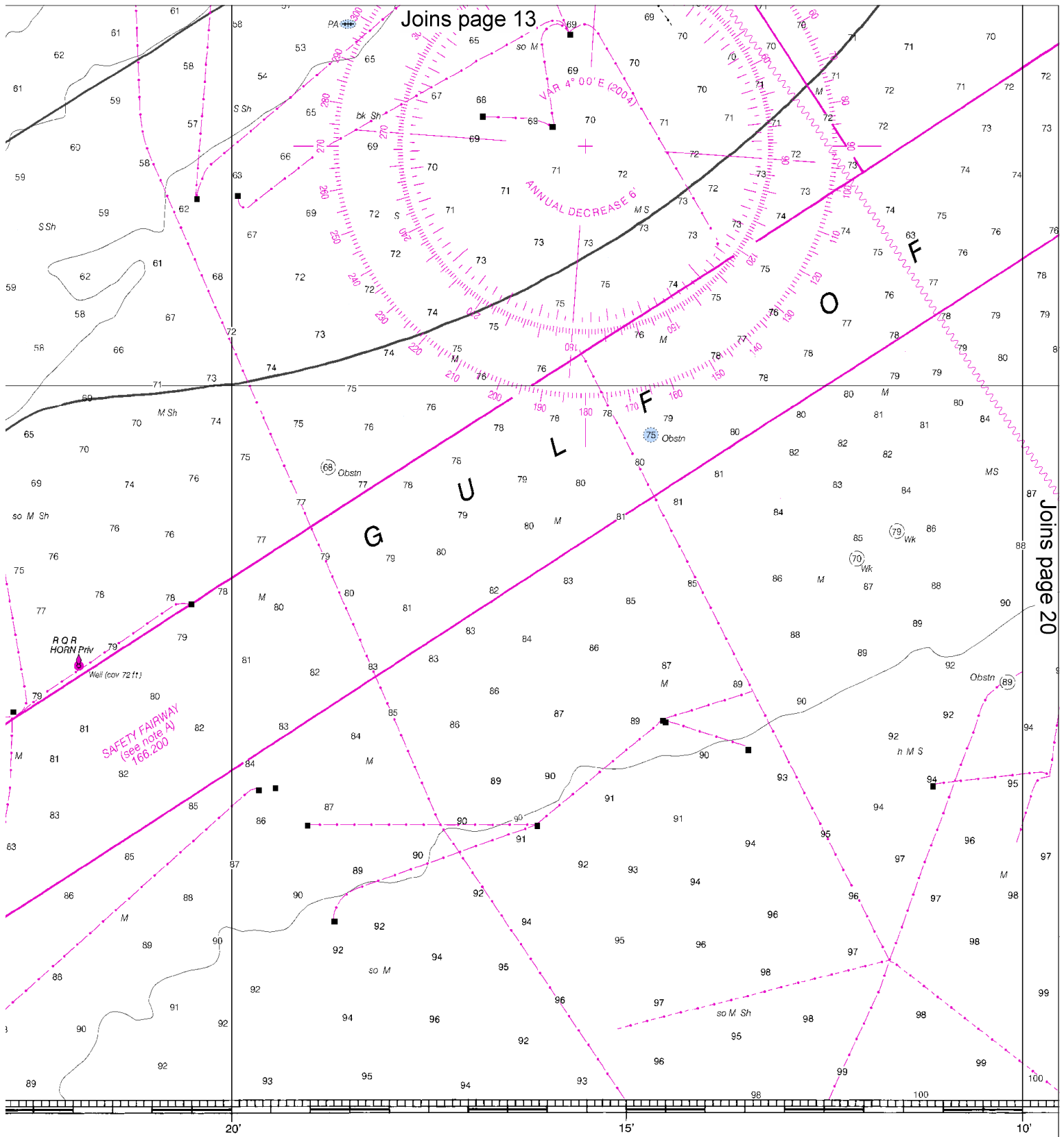
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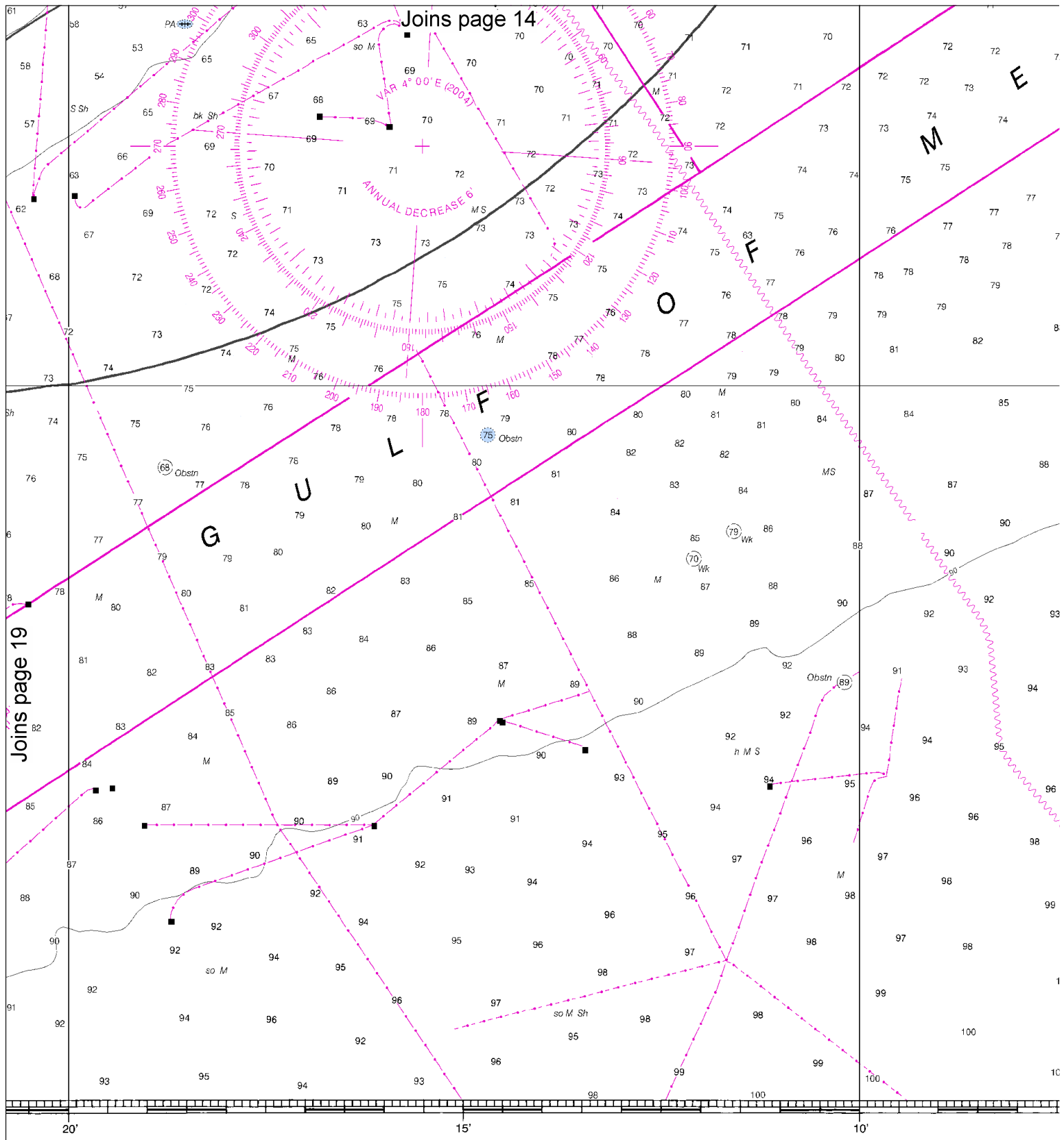


Joins page 13



ISTRATION

SOUNDINGS IN FEET



SOUNDINGS IN FEET

FATHOMS	1	2	3
FEET	6	12	18
METERS	1	2	3

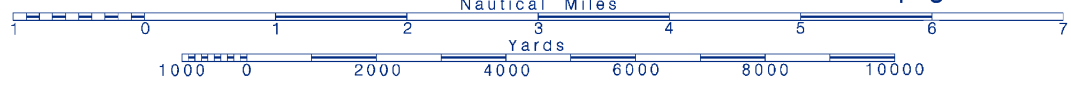
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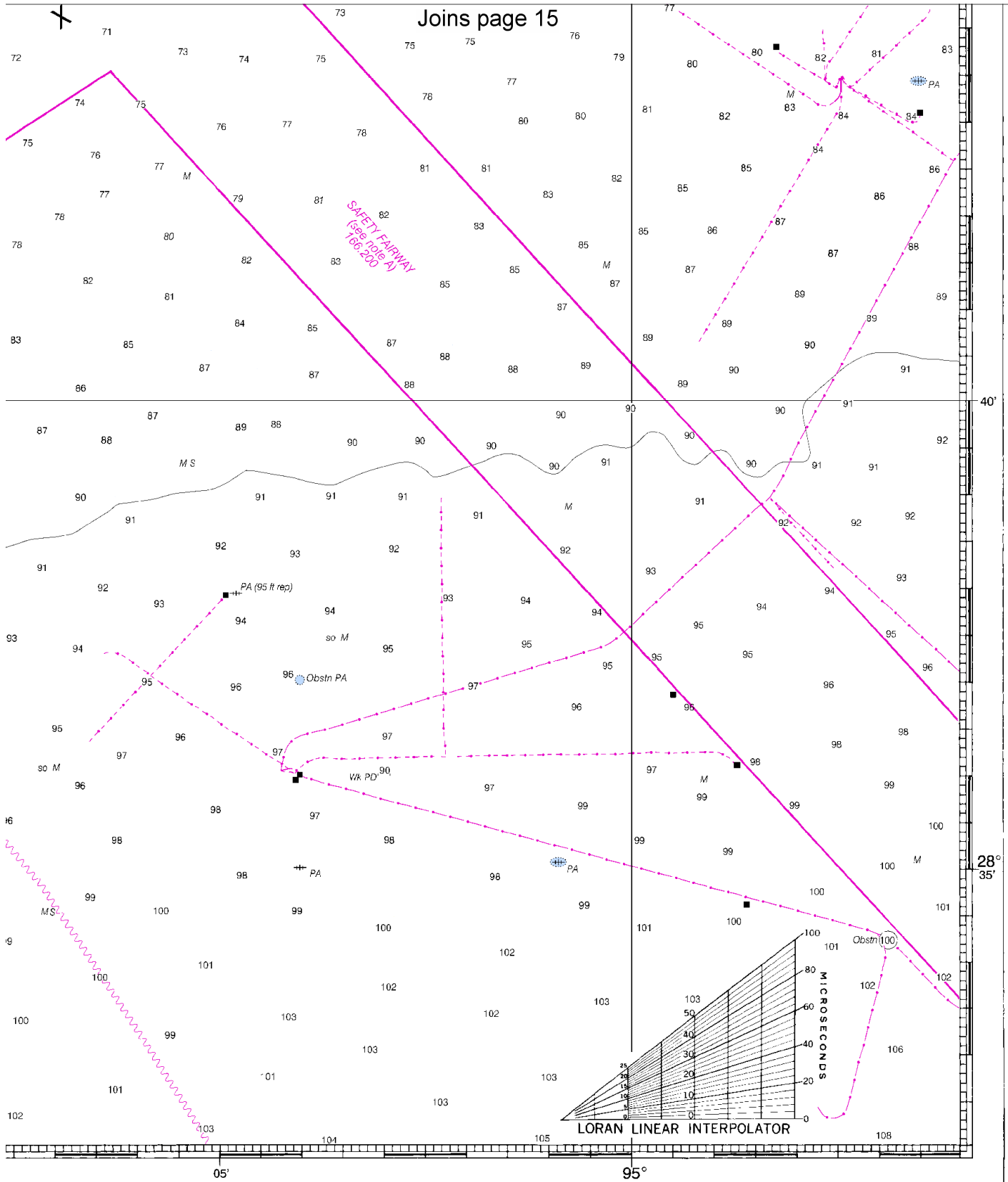
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See Note on page 5.



Joins page 15



4	5	6	7	8	9	10	11	12	13	14	15	16	17
24	30	35	42	48	54	60	66	72	78	84	90	96	102
6	7	8	9	10	11	12	13	14	15	16	17	18	19
21	22	23	24	25	26	27	28	29	30	31	32	33	34

San Luis Pass to East Matagorda Bay
SOUNDINGS IN FEET - SCALE 1:80,000

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Station Galveston – 409-766-5633

Coast Guard Station Port O'Connor– 361-983-2616

Coast Guard Station Freeport – 979-233-3801/7551

Texas Park & Wildlife – 361-289-5566

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



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Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

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Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.